

Intimation.

Powell's
ALEXANDRA
BUILDINGS.CHILDREN'S
OUT-FITTERS.Everything
for
Children's
Wear.Dainty
Frocks
and
Millinery.Serviceable
Tunics,
Jersey
and
Sailor Suits.Up-to-date
GOODS
at
Moderate Prices.POWELL'S
ALEXANDRA
BUILDINGS.

Hongkong, 28th October, 1908.

Consignees.

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"KLEIST,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, where they will be examined on the 29th of October, at 9.30 A.M.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 29th of October, at 9.30 A.M.

All Claims must reach us before the 31st of November, 1908, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD.

MELCHERS & Co.,

General Agents.

Hongkong, 22nd October, 1908.

S.S. "TOURANE"

COMPAGNIE DES MESSEGERIES
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex s.s. "Mediterranean" from Havre ex s.s. "Mediterranean" and from Bordeaux ex s.s. "Mediterranean" in connection with the above Steamer are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 2 P.M., TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 3rd November, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 3rd November, or they will not be recognised.

All damaged packages will be examined on MONDAY, the 3rd November, at 3 P.M.

No Fire Insurance has been effected.

P. NALIN,

Acting Agent.

Hongkong, 26th October, 1908.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Company's Steamship

"FOOKSANG,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo, impeding the discharge or remaining on board after 4 P.M. the 27th inst., will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., Ltd.,

General Managers.

Hongkong, 26th October, 1908.

AMERICAN AND ORIENTAL LINE.

NOTICE TO CONSIGNEES.

S.S. "TUDOR PRINCE,"

FROM NEW YORK.

CONSIGNEES of Cargo by the above named vessel are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, Kowloon, whence delivery may be obtained.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 29th of October, at 9.30 P.M.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 29th of November, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 7th November, or they will not be recognised.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

ARNOLD KARBURG & Co.,

Agents.

Hongkong, 27th October, 1908.

Dentistry.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUILAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 20th June, 1904.

Dr. M. H. CHAUN,

THE LATEST METHOD

of the

AMERICAN SYSTEM OF DENTISTRY.

33, QUEEN'S ROAD CENTRAL.

From the University of Pennsylvania, U.S.A.

Hongkong, 16th April, 1907.

KYOTO.

A PIECE OF OLD JAPAN.

With all that has been written of the Japanese Island Sea, no traveller can come upon its beauties wholly unprepared. But however much he may have read (and no description can equal the reality), or however often he may have made the voyage, the Island Sea has one feature that never fails to strike him with fresh wonder. Headland pushes out to meet headland, until he can see people at work in little coast villages and count the trees advancing up the hill side like a file of soldiers. Or, again, the shores recede into more than an irregular grey rampart hardly distinguishable from the clouds with which they mingle.

But whether in distance or nearness, everything seen from this nearly Japhetic atmosphere is of a softness and dream-like unreality. The ship herself becomes unreal, a shadow dipping through sea, q. i. waters that flow away from her bows in smooth swatches like shavings from a carpenter's plane; and the traveller, falling unconsciously into the temper of his surroundings, reaches out in thought to those fantastic hills as a fairyland of romance.

THE IDEAL AND THE REAL.

Such illusions do not survive much experience of the coast ports at which he will touch—Mōji, with its cement works veiled in smoke, its coal mines, and its sweating, naked coolies who pour 1,500 tons of coal into a ship in nine hours; Kobe the industrial, with floating docks and ship-building yards; and commercial Yokohama, the gateway of Pacific trade. That the gateway has admitted far less trade within recent years than its keepers could wish; that the Kobe shipbuilding yards have been significantly late on their contract time for delivery of orders, are facts that may help to account for some disenchanted characteristics which the traveller remarks among the people with whom he comes in contact. Everywhere the traveller is pursued by rich, coolies, who refuse to be shaken off, cajoled by too eager shopmen; and, worst of all, he has an ugly sensation of being at continual contest with his besiegers for the right value of every yen in his pocket. The facts of life are forced upon him in all their nakedness and, with less than the traditional Japanese civility. This is not the fairyland which he pictured on the steamer's deck.

Between these extremes of impossible illusion (which, indeed, one has not the right to expect of any place or people) and of uncomprising reality stands the city of Kyoto, then which no more charming or typical piece of Japanese life could be found. It bears every mark of the progress in Western things which has penetrated even to remote hill villages—electric light, turbines, and trams; while here and there among its curio shops you may see figures of the Venus de Milo, or Queen Victoria, and of Nelson, cheek by jowl with a Buddha or the Eleven Faced Kwan-on. But as the ancient capital, which until 1868 it had been for nearly 900 years, Kyoto still retains an atmosphere of Old Japan expressing alike in the contact of its busy streets or when surveyed from its enticing hills no small measure of the romance that we dreamed of in the Island Sea.

A HIVE OF INDUSTRY.

No doubt this pleasing state is largely due to Kyoto's geographical position. Outside a surrounding belt of woodland, till, and pasture it is hemmed in on three sides by mountain ranges; and the railway from Yokohama to Kobe (railways surely are productive of as much pain as pleasure) makes but a passing acquaintance with the city on its southern border. But to a fanciful way of thinking Kyoto derives her gentle character partly from indomitable temples and gardens, steeping her in historical association, in which she excels all other cities, partly from the nature of industries. Her hills do not, so far as her daily occupations show, provide the things necessary for the fiercer forms of labour. Osaka, with its hundreds of factory chimneys, is but an hour distant by train, but whole countries away in feeling. The Kyoto people, even when employed by a big store, work much in their own homes, where you may watch them through the open front of the house gilding their Satsuma ware, laying the wire on porcelain which forms the basis of cloisonné, or moulding clay vessels and images of grotesque beasts that will presently be put out of doors to bake in the sun.

THE JAPANESE GIRL.

Such ridiculous little dolls-house homes, with, perhaps, no more than a sliding paper screen or a wooden trellis for the front door. Here we sit on a tiny window-seat overhanging the Kamo river's placid waters. The proprietor has gently prevented us from taking off our shoes on entering the house, but in answer to our objection that we might dirty his matting floor (on which, indeed, we are almost afraid to step lest its fragile planks give way to our gross tread; for an Englishman of only average height feels outrageously big and clumsy in a Japanese house), he lends us a pair of loose holland covers to tie over the boots. Then, come his wife and daughter, offering lemon-coloured tea in minute, handleless cups. "Mother beautiful, more beautiful daughter!"—or does the old tag run the other way about? No, I cannot personally fall into raptures over the beauty of Japanese girls. They are dainty, picturesque, well proportioned (as are all the Japanese race), though somewhat too thick in the wrist, a curious contrast with their men-folk, who have small wrists, and their national dress suits them exquisitely in every detail.

But it is hard to imagine oneself in love with them more than as one might love a pretty plaything, and their knack of perpetual laughter, to the "solid" British temperament, at least, might become exasperating, in moments of unusual solidity. Well, these are superficial criticisms after all, which take no account of the supreme devotion of which the Japanese girl is capable as child, wife, or mother; and here is the most "beautiful daughter" branding prettily before the "honourable Master" with a spoonful of lemon-coloured tea in a doll's wash-tub.—O. M. Green in *Morning Leader*.

A HORSE'S WEIGHT.

Though the weight a horse can carry to victory in racing is often discussed yet many people, even among those who frequently make use of horses, have little idea what an ordinary horse weighs, and would have much difficulty to guess whether a given animal, standing before their eyes, weighs 300lb or 15,00lb. Yet they would have no such difficulty with a man, and probably would be able to guess, especially if they were good Yankee, within 10lb of 20lb of his weight.

The Governments of Europe have long been purchasing and weighing horses for the military service, and transferring them from draft or carriage employment to the various branches of the cavalry and artillery. The animals are ordinarily assigned according to weight.

The French military authorities find that an ordinary light carriage or riding horse, such as is in the United States would be called a "good little buggy horse," weighs from 300 to 400 kilograms, say, from 800lb. to 900lb.

Such horses as these are assigned to the light cavalry corps.

The next grade above, which in civil life passes as a "coupe horse," or carriage horse of medium weight, ranges in weight up to 450 kilograms, about 1,000lb. This horse goes to help mount the cavalry of the line.

Next comes the fashionable "coach horse," of persons of luxury, which weighs from 500 to 750 kilograms, or from 1,000lb. to nearly 1,500lb. These horses go to serve the purposes of drill for the cavalry belonging to the reserve military forces.

Above these there are still two grades of heavy horses. The first are those used for ordinary draft purposes, and are commonly found drawing the omnibuses of Paris, where such vehicles are still in use. These weigh from 1,000lb. to nearly 1,500lb.

The heaviest horses are the Clydesdales and Percherons, which are oxen in size and strength, and which weigh from 600 to 800, and sometimes even up to 900 kilograms, that is, from 1,300lb. up to nearly 2,000lb.

None of these Percherons of the heaviest weight are used in the military service, but some of the lighter ones are employed for draft and artillery purposes.

Intimations.

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of COLD STORAGE available at EAST POINT. Stores will be open at A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

W. M. PARLAN,

Manager.

Hongkong, 22nd Oct., 1908.

MUSIC LESSON.

LESSONS in Violin, Mandoline and Guitar at pupil's residence. Evening engagements for Dances and Concerts.

Apply to—

E. J. LOPES,

C/o Hongkong Telegraph Office.

Hongkong, 21st March, 1908.

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP \$1,750,000)

Loans on Mortgage of House Property, &c. Goods received on Storage. Advances made on Merchandise. Loans made on the Provident System. (Rates and Particulars on application).

THE OFFICE OF TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c., Undertaken and Executed. SHEWAN, TOMES & Co., General Managers.

Hongkong, 10th March, 1908.

O. C. MOOSA,

1 & 3, D'AGUILAR STREET.

NOVELTIES OF THE SEASON.

Trimmed and Untrimmed

HATS, RIBBONS, FLOWERS,

FEATHERS, &c., &c.

LACE SCARFS, MOTOR VELS

IN

VARIOUS COLORS.

MOUSQUETEIRE GLOVES

IN

WHITE, BLACK & COLORS.

WOOLEN DELAINES, NUNSVEL

INGS, VOILES, &c., &c.

LADIES' and CHILDREN'S

UNDERCLOTHINGS.

Samples on application. Coast

Port orders carefully executed.

Hongkong, 30th September, 1908.

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AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones. Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery. Materials can be supplied, if required.

The Superiores will also be most grateful for any FANCY, or old RAYGLOVES to be made into Books for the Children of the Poor Schools who are taught by the Sisters.

Hongkong, 11th Sept. 1908.

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Intimations.

DR. W. R. LAMB,

AMERICAN OCULIST AND OPTICIAN.

KING EDWARD HO. EL ANNEXE NO. 21,

UNTIL NOVEMBER 3RD, INCLUSIVE.

HAS the pleasure of announcing to the Citizens of Hongkong that he will extend his stay here until the 3rd prox., at the time just announced has not been sufficient to attend to all who wish to consult him.

Dr. LAMB makes a specialty of Examining and Refracting the Eyes and Fitting Glasses, and he has all the modern instruments and apparatus, including the Javal Ophthalmometer and Electric Ophthalmoscope for examining and refracting the eyes in the most thorough and perfect manner, and according to the latest and most approved methods as employed in the Metropolitan Eye Hospitals, by the best oculists abroad, and the largest supply and greatest variety of all kinds and styles of lenses and mountings of the best quality ever brought to this Colony, including over three thousand different spherocylindrical and prismatic lenses made specially to order for the correction of astigmatism and other Ocular troubles which the ordinary spherical lenses commonly used will not correct. The great majority of the eyes of those in need of glasses, require special lenses of this kind, which are always made to order and are absolutely necessary for the perfect correction of defective vision and the permanent maintenance of perfect sight.

Those who are troubled with weak or defective vision, who suffer from eyeache, headache in the orbital region, inflammation of the eyes or lids or weakness of the ocular muscles, or any of the numerous conditions due to eye strain and over-exercising the use of glasses—and most of these troubles are permanently cured by accurate refraction and properly adjusted glasses—should avail themselves of the exceptional opportunity of having their eyes thoroughly and scientifically examined and refracted and obtaining glasses of the right kind, as this opportunity for completeness of apparatus and supply of lenses, thoroughness of examination, perfection of refraction which brings the vision up to the highest possible standard, and perfectly satisfactory results, is equal in every respect to the best obtainable anywhere abroad, as those who consult him are willing to attest.

Dr. LAMB is certificated in optics as well as in medicine and has made the Eyes a specialty for over 20 years so that all glasses supplied to his patients are warranted to be correct, and having thousands of references and testimonials from influential citizens of other British Colonies which he has visited professionally he can assure those in need of his services the most thorough, reliable and satisfactory professional work. Charges Reasonable. Consultation Free.

HOURS: 9 a.m. to 12 a.m. 2 to 5 p.m.

Hongkong, 26th October, 1908.

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HONGKONG ST. ANDREW'S SOCIETY.

ST. ANDREW'S BALL ON MONDAY,

the 30th November, 1908, and THREE

PRACTICE DANCES on WEDNESDAY,

11th, 18th and 25th November, from 5 to 7 P.M.

Scotmen desiring to subscribe to the above are requested to forward their names to the undersigned.

DAVID WOOD,

Hon. Secretary.

Hongkong, 24th October, 1908.

[890]

WANTED

IN HONGKONG FROM 1ST DECEMBER.

FURNISHED HOUSE for 6 or 12 months

by married couple. No children.

Apply to—

BOX,

C/o Hongkong Telegraph.

Hongkong, 23rd October, 1908.

[941]

INTERNATIONAL SLEEPING CAR

and

EXPRESS TRAINS Co.

(THE

GREAT TRANS-SIBERIAN ROUTE

TO EUROPE.)

HAVING been appointed AGENTS for

the above Company, we shall be

pleased to give any information as to rates of

passage, &c., in connection with above.

SHEWAN, TOMES & Co.

Agents.

Hongkong, 11th July, 1907.

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PABST BREWING COMPANY,

MILWAUKEE.

FRESH SUPPLIES

ALWAYS KEPT IN STOCK

BY

SIEMSEN & Co.,

Agents for

HONGKONG & SOUTH CHINA.

Hongkong, 20th July, 1907.

[11]

PEAK TRAMWAYS COMPANY,

LIMITED.

TIME-TABLE

WEEK DAYS.

7.00 a.m.

7.30 a.m. to 9.30 a.m. ...Every 10 minutes

9.30 a.m. to 11.00 a.m. ...Every 15 minutes

11.00 a.m. to 12.45 p.m. ...Every 15 minutes

12.45 p.m. to 1.15 p.m. ...Every 10 minutes

1.15 p.m. to 1.45 p.m. ...Every 15 minutes

1.45 p.m. to 2.15 p.m. ...Every 10 minutes

2.15 p.m. to 3.00 p.m. ...Every 15 minutes

3.00 p.m. to 5.00 p.m. ...Every 15 minutes

5.00 p.m. to 8.00 p.m. ...Every 10 minutes

NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m.

every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. ...Every 15 minutes

9.00 a.m. to 9.30 a.m. ...Every 30 minutes

9.30 a.m. to 10.30 a.m. ...Every 15 minutes

10.30 a.m. to 11.00 a.m. ...Every 10 minutes

11.00 a.m. to 12.00 noon ...Every 15 minutes

12.00 noon to 1.00 p.m. ...Every 10 minutes

1.00 p.m. to 5.00 p.m. ...Every 15 minutes

5.00 p.m. to 6.00 p.m. ...Every 10 minutes

6.00 p.m. to 7.00 p.m. ...Every 15 minutes

7.00 p.m. to 8.00 p.m. ...Every 10 minutes

NIGHT CARS as on Week Days.

SATURDAYS.

Extra cars at 3.15 p.m., 5.15 p.m. and

11.15 p.m.

SPECIAL CARS by Arrangement at the

Company's OFFICE, ALEXANDRA BUILDINGS,

Des Voeux Road Central.

JOHN D. HUMPHREYS & SON,

Intimations.



A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS & DRUGGISTS,
&c., &c., &c.

BY APPOINTMENT TO HIS EXCELLENCY THE
GOVERNOR AND HOUSEHOLD.

WATSON'S BALM OF ANISEED,
\$0.50 and \$1.00.

A reliable remedy for all severe, acute, chronic, and lingering coughs and colds. Relieves hoarseness, sore throat, tickling in the throat, and difficulty in breathing.

WATSON'S COLD CURE TABLETS,
\$0.60.

Speedily relieves influenza, cold in the head, sneezing, &c.

WATSON'S COUGH LOZENGES
\$0.75.

For alleviation of bronchitis, hoarseness, coughs, asthma, colds, and disorders of the throat and lungs.

WATSON'S WILD CHERRY COUGH SYRUP,
\$0.75.

Highly recommended.

WATSON'S EMBROCATION,
\$0.60.

For colds in the chest, bronchitis, sore throat, &c.

A. S. WATSON & CO., LIMITED.

ALEXANDRA BUILDINGS

AND

KOWLOON DISPENSARY.

Hongkong, 23rd October, 1908.

NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

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WEEKLY—\$15 per annum.
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The Hongkong Telegraph

HONGKONG, WEDNESDAY, OCTOBER 28, 1908.

AT THE SANITARY BOARD.

Curiously prosaic were the proceedings at the Sanitary Board yesterday afternoon, and, indeed, if it had not been for the almost inevitable recurrence of the old questions connected with cats and plague there would have been practically nothing to report. But the mild of the Board seems to be centred on the habits of the domestic cat, and somehow or another it invariably manages to secure a place in any discussion that may arise. When His Excellency the Governor first drew the attention of the Board to the useful attributes of this representative of the feline tribe, the members seemed to stand amazed at their own previous lack of perception, and the merits of the midnight warbler were extolled with such enthusiasm that it appeared as if in the near future it would be placed on a pedestal and receive the reverence it obtained from the ancient Egyptians. But the fervour of the members was too speedily lost, and when doubts began to arise regarding the ancestry of the Chinese variety of the *felix domesticus* the Board's attitude visibly swerved to "change" and it is questionable if the cat will, after all, be received with open arms in Hongkong. This was made manifest in an unexpected way when the Sanitary Board was called upon to consider various amendments to the local bylaws. For example, the Medical Officer of Health who, we may safely take it, has no great love for cats of any class or faction, intimated that "I think it better not to allow even cats in dairies. They may contaminate milk in pans by stepping into and drinking it." We

do not profess to have any exact knowledge of the methods in force in Hongkong dairies, but we should not have thought that the pans were kept in places where the cats could get at them or, if they could, that the pans were so shallow that the cats could step into the receptacles just as one might step into the matutinal tub. The President of the Board decided to adopt a neutral attitude so all he said was that "as the bylaws stand at present, it is not permissible to keep cats. Perhaps members would wish to keep cats out, or they might be agreeable to amending the bylaws." That was an excellent example of the Yes-No condition of mind, but later on he made the tentative remark that "at home, it was the usual thing to see cats in dairies." It is unnecessary to say that Mr. Shelton Hooper was in favour of the cats being allowed the freedom of the dairy and after some discussion it was agreed to permit them that privilege. Nobody suggested that because cats were known to contract plague it was possible that they might succeed in infecting the milk in the pans which they may now step into with impunity; and even Mr. Humphreys, apparently, was silent on the subject. It was true that as the matter stands those cats which do become plague centres are not supposed to carry about with them fleas capable of infecting the human being; but does that theory also apply to such a dangerous carrier of disease germs as milk? We rather fancy that the main body of lay opinion will be extremely dubious as to the wisdom of the step which the advocates of cat have taken, and for our part we trust that the dairy-farmers of Hongkong will not be so foolish as to take advantage of the opportunity afforded them of making the dairy itself a sort of living-room for their collection of felines. With regard to the question of compensating property-owners whose houses may be damaged as the result of being subjected to the process of disinfection, there can be no doubt that where the claim is genuine and clearly proved the compensation should be paid, but the subject is far too complex to be dealt with here, and probably all its ins and outs will not be fully understood until there is a test case. The only other matter of interest which was broached at the Board's meeting was that relating to the proposal to take action against those who are given to the habit of expectoration in public buildings and, we presume, in public thoroughfares. Mr. Humphreys, who brought up the question, stated that when the subject was previously discussed the Board sought to prevent the habit by issuing notices in Chinese. They decided to wait for six months after the issue of such notices and then, if the nuisance was not abated, to take further action. In answer to that, the President stated that the six months had not yet elapsed and so the question was allowed to drop for the time being. We sadly fear that if the Sanitary Board seeks to penalise offenders who have fallen into this undoubtedly disgusting habit they have their work cut out for them. There is no race of people on the face of the earth like the Chinese for expectorating in public and to break them of what is an unconscious act will not be unlike the task of cleaning the Augean Stable. Still, there is this to be said for the idea, the Government is in want of money and how better could they fill the exchequer than by hauling before the Magistrates those misguided and badly-trained individuals who regard the earth as a gigantic cuspidor? Latterly the police have given over their former custom of making periodical raids on gangs of gambling coolies, and there has even been a cessation in the endeavour to discover infant hawkers who have infringed the law. The paltry fines which were extracted from these miserable creatures would prove to be a mere fleabite as compared with the amounts realised by arresting those who violently clear their throats at inopportune times and places.

THE CURRENCY QUESTION IN SOUTH CHINA.

Various schemes have from time to time been under the consideration of the Government of Canton having for their object the raising of the standard value of the note issue, which at present is redeemable on a subsidiary coinage based on the current value of the 20 cent pieces. Not long ago, it was proposed to issue a new set of banknotes which would take the place of the issue in circulation at the present time, the latter being called in by the Government at the subsidiary coinage rate, and replaced by notes of the amount of \$5 and \$10 each having a standard value of 7 1/2 candelars. A report on the proposal was called for by the Provincial Government, and as the result of the inquiry made into the subject it was found that the present notes were in favour and very extensively in circulation in Canton and throughout the Province of Kwangtung. It was therefore deemed inadvisable for various reasons to dislocate the currency market by the innovation proposed. If the present issue were called in by the Government, it is obvious that there would be an immediate drop in the value of the 20 cent pieces in circulation, because these would not be interchangeable for the

new notes and the consequence would be an immediate and enormous fall in the value of the general currency owing to the glut of 20 cent pieces throughout the Province. The proposal, effective and admirable although it might have seemed at first sight, eventually fell through, but the question of meeting the demands of the commercial community for an adequate supply of currency exchange bills still remained. We learn now that a Japanese firm, the Mitsui Bussan Kaisha, has sent some three million dollars' worth of \$5 and \$10 notes to the Government of Kwangtung, and it may be presumed that these notes will be put into circulation as soon as possible. It is not to be assumed, however, that the new issue will supersede the existing paper money. It will merely be circulated on the same basis as existing note currency in order to satisfy the requirements of business. In other words, this money is supplementary to the present notes and not in substitution as a dollar standard note. So that the money market will not be disorganised, but the additional notes will rather popularise the 20 cent pieces instead of debasing them, which would have been the effect had the original idea taken practical form. Apropos the discussion on the subsidiary coinage, not long ago our correspondent at Canton reported that the mint at the Southern capital was issuing subsidiary coinage far in excess of the amount which the Viceroy of the two Kwang had undertaken to mint. The British Consul-General at Canton, Mr. Mansfield, on the representation of the Governor of Hongkong, addressed a communication to His Excellency the Viceroy, showing the serious effect such indiscriminate minting would have on the currency of Hongkong, and the Viceroy recognising the import of the situation agreed to limit the issue for a certain time. The Waiwupu also gave the British Minister at Peking the assurance that the minting of 20 cent pieces would be restricted for a considerable period. We believe that it was lately assumed that the Government of Canton was abiding by that promise in fact but not in reality. We understand there is every reason to believe and to accept as an actual fact that the Canton authorities are keeping their promise in the spirit and to the letter, so no valid reason exists for this Government to complain against the neighbouring Government that any breach of faith is being committed by the violation of the undertaking made to the Hongkong Government.

LOCAL AND GENERAL.

The French mail of the 29th September was delivered in London on the 16th inst.

We are informed that a cablegram was received by the American Consul General yesterday from the Philippine authorities, that the cholera situation shows that there are five cases under treatment.

A BATCH of thirty-eight deportees arrived in the Colony during the last twenty-four hours. Fourteen were landed last evening from the steamer *Durand*, from Saigon, the rest coming from Singapore on board the *Lansing*. When their photographs and fingerprints are taken they will be sent home.

COMING WEDDINGS.

POLICE MAGISTRATE TO BECOME A BENEDICT.

The marriage will take place at the Peak Church, at eleven o'clock to-morrow, of Mr. J. H. Kemp (first police magistrate) and Miss Mary Stewart, who with another bride-elect arrived from home last night by the P. and O. steamer *Sumali*. Mr. J. R. Wood (second police magistrate) will act as best man. The bride will be given away by Mr. L. Gibb, at whose house the reception will be held.

On Saturday, 31st inst., at St. John's Cathedral, at 11 a.m., Mr. C. H. Wakeman (Official Receiver) will be married to Miss Winifred Kelsey-Morgan, also recently from the homeland. Mr. C. A. D. Melbourne (deputy registrar) will act as best man. Mr. J. Scott Harrison will give the bride away, and the reception will take place at his house in Conduit Road.

SENSATION AT SEA.

SOLDIER BOUND FOR HONGKONG LEAPS OVERBOARD.

It was the original proposal to utilise the old steamer *Sicilia* for the purpose of bringing details for Ceylon and the Far East this year. But this idea was given up, and the *Soudan*, a much larger vessel, was called for this duty. The *Soudan* accordingly left Southampton on September 16 with 1,289 men and officers for Ceylon, Singapore and Hongkong. The vessel arrived in Singapore on the 29th inst., says the *Strait Times*, after an eventful voyage. The times on board was spent enjoyably, with concerts and dances every week held alternately. One of the men, bound for Hongkong, created a sensation by jumping overboard. The vessel was stopped, and his body was sought for in vain. Two children succumbed to heat apoplexy in the Red Sea. One of the soldiers, bound for Singapore also died of heat apoplexy in the Red Sea. These were all the events of the voyage. The men and officers speak highly of the arrangements made for men on board. The details for Ceylon numbered 135, while there were 1,265 men, women and children bound for Singapore and Hongkong.

A Wife's Keep.

INTERESTING MAINTENANCE DISPUTE.

HUSBAND AND WIFE NOT ON SPEAKING TERMS.

This afternoon, in the Supreme Court, Mr. Justice Gompertz presiding, Mrs. Umbellina de Sa Sena, a widow, residing in Mosque Street, brought an action against Sanitary Inspector F. Allen and his wife, Augusta Allen, to recover the sum of \$90, money lent to Mrs. Allen.

Mr. Otto Kong Sing appeared for the plaintiff. Mr. P. H. Hodgson (of Messrs. Ewins and Harrison) represented Mr. Allen, while the affairs of Mrs. Allen were looked after by Mr. E. J. Grist (of Messrs. Wilkinson and Grist). The plaintiff, an aged woman, stated that she knew Mrs. Allen and her husband. In the month of February, 1907, Mrs. Allen borrowed \$50 from her, saying that the money was needed for her household expenses. Plaintiff got no acknowledgment for the money.

Mr. Kong Sing—Was Mrs. Allen living with her husband at the time?

Plaintiff—Yes.

You were very friendly with the Allens?

Yes.

In July did you lend Mrs. Allen another sum of \$50?

Yes.

What did she say she wanted the money for?

Food.

Was she living with her husband then?

No. Mr. Allen was in England.

Did she say anything about repaying you?

Yes. She said when she drew from the loan association she would pay me.

Did you lend her any more money?

\$10.

What for?

Mrs. Allen said she wanted to go to Saigon.

Was Mrs. Allen living with her husband at that time?

Yes.

Plaintiff was paid by Mr. Allen two sums of \$10 each on instalment, but this month he refused to pay because plaintiff had no receipt to produce. The balance, \$90, had not been paid.

The Court—Was there a legal separation between the defendants?

Mr. Grist—No, a mutual agreement.

Mr. Hodgson—You are not quite sure when this money was lent?

I can't remember the date.

You are a money-lender, are you not?

No. I don't lend everybody money.

Only to Mrs. Allen?—Mrs. Allen is a member of the loan association.

You are the head of that association, are you not?

Yes.

Does the association keep any books?

Yes.

Where are they?

At home.

I presume there is no entry made in the books of these payments?

No.

Was anybody present when you lent the money?

No.

Now, where do you live?

At 10, Mosque Street.

You have a house in Macao?

No.

You often go there, I suppose?

Not very often.

Were you there in 1907?

No.

When you lent these monies Mr. Allen was away, wasn't he?

On one occasion he was here.

And immediately on his return you went to him for payment?—Mr. Allen came back in October, 1907, and I went to him in February, 1908, for the money.

That was the case for the plaintiff.

Mr. Grist said that what money Mrs. Allen borrowed was for necessities of life.

The Court—Not the \$10 for the Saigon trip?

Mr. Grist said that that loan was made with the full knowledge of the husband, who accompanied his wife on board ship. The money was lent—quite true—and he maintained that the husband was liable. There could be no joint liability. Either the wife was liable, or the husband.

Mrs. Allen admitted borrowing the money from the plaintiff. She said she required the money for necessities.

Mr. Grist—Did you go to Saigon with the approval of your husband?

Yes. He bought the ticket for me.

You didn't have much money then?

No.

As a matter of fact you had to go to Saigon to live with your sister?

Yes.

You are now living separate from your husband?

Yes.

During the time your husband was away in England did he make you any allowance?

Yes.

What allowance?

During his six months' absence he sent me \$48.

What is your husband's salary?

Sometimes he says one thing and sometimes another thing.

What was the largest amount you have been told he got?

Sometimes \$240, sometimes \$160.

Mr. Hodgson—He tells you that he gets that amount every month?

Yes.

And how much did he give you?

\$150 to \$170.

Why didn't you ask your husband for money instead of borrowing it?

He wouldn't give me.

In July, when your husband was away, you received \$180?

No, \$130.

From whom?

My brother.

What's his name?

G. A. Souza.

Why did he pay you?

He borrowed that sum from Mr. Allen before and paid it to me.

Mr. Kong Sing objected to the way Mr. Hodgson was cross-examining the witness.

He reminded Mr. Hodgson that he, too, was a defendant.

Mr. Hodgson—She is very much the plaintiff against my client.

Mr. Kong Sing—The procedure is bad.

Mr. Hodgson was proceeding to further question the witness, when the Court stopped him with: "You had better put those questions to your own client."

Mr. Allen, on being called to the box, raised his hand to be sworn. He said that he was authorized to take the oath in that fashion. The instructions came from Dr. Atkinson, and were issued from a sanitary point of view. He

had no objection, however, to being sworn in the usual way. This done, the witness stated that he had been separated from his wife. He had five children, two boys and three girls. The boys were kept in St. Joseph's College and the girls in the French Convent. Witness looked after the children himself, paying \$10 per month for their keep. Coming to the point, witness spoke to the plaintiff calling at his office, and telling him of the loan made to Mrs. Allen, and asking for repayment. The witness paid her \$10 on account, but gave her to understand that unless she produced an acknowledgment she would get no more.

Mr. Hodgson—If she had produced a letter of acknowledgment would you have paid?

Certainly.

How long have you been married?

I was married in 1899 or 1900.

Was Mrs. Allen ever in want of money?

No. Then you went home on leave?

Yes.

Immediately you arrived home you sent her, through the Hongkong Bank, \$200?

Yes.

ERECTING A CLUB HOUSE.
CLAIM AGAINST SECRETARY OF KOWLOON CRICKET CLUB.

The Kowloon Cricket Club came into prominence this morning, when its secretary, Mr. Tang Chee, was summoned before Mr. Justice Gompertz, by the Nam Sun Wing firm of contractors, 119, Des Voeux Road, for a debt due in connection with the erection of the club house. The sum claimed was \$744.03 for extra work done and overtime.

Mr. E. Davidson, of Messrs. Hastings and Goldring, appeared for the plaintiff; Mr. P. W. Goldring, of Messrs. Goldring, Barlow and Morrell, representing the defendant.

The defendant's solicitor raised the first objection to the claim, which resulted in much argument. He said that there was an arbitration clause in the agreement (which he read) and submitted that the matter should be referred to the arbitrator—Mr. E. M. Haseland—for decision. The defendant was quite willing to have the matter settled that way. The question at issue was only extra work done and overtime.

Mr. Davidson contended that the case was not one that was provided for by the arbitration clause.

Mr. Justice Gompertz—Surely extra work comes under that?

Mr. Davidson—Yes.

Mr. Goldring said that what extra work was done had been passed by Mr. Haseland and the final certificate obtained, on which he was entitled to judgment.

Mr. Goldring—No, no, subject to certain deductions. The certificate was given on condition that the balance of the work be completed on the following day, but as soon as he got the certificate no more work was done and the work is not yet finished.

Mr. Davidson argued that when his client's bill was submitted, Mr. Haseland made certain alterations to it in red ink. He then wrote at the foot of it "correct" and attached his initials. How could anyone go behind that? he asked. The Court could not make the order for arbitration until evidence had been heard.

Mr. Goldring said that the writ was wrong then. His friend should have applied for an award. He asked that the plaintiffs be non-suited.

Mr. Davidson, disregarding the latter statement, observed that it would be idle to submit the matter to arbitration when Mr. Haseland had already given his certificate.

Mr. Justice Gompertz—I don't see how I can do anything when I have no affidavits before me.

Mr. Davidson—I submit that your Lordship hear the evidence. The action should be heard now, which would be much quicker and cheaper.

Mr. Justice Gompertz was of that opinion also, and Mr. Goldring opened up again with the "arbitration clause."

Mr. Davidson pursued that his friend's contention was that, because there was an arbitration clause in the contract, his client had no remedy at law.

Mr. Goldring denied this.

Mr. Davidson said he was suing on the final certificate, which entitled him to succeed.

Mr. Goldring—I have a counter-claim.

Mr. Davidson submitted that any counter-claim of his friend was wrong, as he was entitled to notice. Besides it was only a matter of \$2 or \$3.

Mr. Goldring stated that up to this morning he thought the parties were willing to go into arbitration.

Mr. Davidson—Mr. Haseland who has been subpoenaed by the other side advised my client that he had no case.

Mr. Goldring—All matters in dispute should go to Mr. Haseland, who knows more about it than anybody else.

After further argument, his Lordship adjourned the case until Saturday, when any further argument will be heard in Chambers.

AN UNRULY SEAMAN.

DISOBEYING LAWFUL COMMANDS.

Another instance of the common practice of seamen disobeying the orders of their superiors was brought to the notice of the Hon. Commander Basil R. H. Taylor, R.N., Harbour Master, in the Marine Court, this morning, when Captain James Curtis White, master of the British steamer *Edipora*, proceeded against Harold Hanson, dockman of his ship, with wilfully disobeying his commands and also those of the first mate on the 27th instant in the harbour.

It was stated by Captain White that defendant's conduct was reported to him by the Chief Officer for refusing to stow to stow. Witness went out to investigate matters and saw defendant in a sampan alongside. He called the defendant aboard but the latter refused to come. The sampan remained alongside by witness' orders, the latter meanwhile hoisting the police flag. When the police arrived, defendant came up the ladder with the constable, who took him in charge. After the summons had been taken out, defendant returned on board, but did no work. Instead, he came aft last night and created a disturbance outside the officers' cabins.

John Edward Jeffery, mate of *Edipora*, said that the defendant went ashore on Saturday and Sunday. He did no work on Monday, and in the evening went ashore again without permission. He returned on board at 5.50 a.m. yesterday morning and practically did no work. At 1 p.m. he came to witness and said that he wanted to go ashore. Witness told him he could not and advised him to "turn to." Defendant immediately went down into a sampan and refused to come up when told to do so. He was under the influence of liquor at the time.

The master of the steamer, recalled, said that defendant as a rule was a fairly good hand. Witness had only once had occasion to find fault with him at sea for refusing duty, and on another previous occasion, had given trouble in the harbour.

Defendant was ordered to forfeit two days' pay and undergo an additional sentence of fourteen days' hard labour.

SHOALS NEAR SINGAPORE.

The details relating to the survey of the South Middle Channel at the Eastern Entrance to Singapore Strait by H. M. S. *Waterwitch* are as follows:—Carter Shoal. Depth 11 feet, Horsburg Light N. 34 E. 4 miles 31 cables Bintaung Light N. 111 3/4 E. Lat 1 deg. 16' 18" N. Long 104 deg 22' 21" E. Lat 1 deg. 16' 18" N. Long 104 deg 22' 2

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

PRESS LAWS.

PROPOSED ENFORCEMENT IN FOREIGN SETTLEMENTS.

[By courtesy of the "Shing Po."]

Peking, 27th October.

The Board of Civil Affairs propose to delegate Chung Yum Tong to arrange with the Diplomatic Corps in Peking for the enforcement of the Press laws in foreign settlements.

THE AMERICAN FLEET.

ARRIVAL OF CHINESE COMMISSIONERS AT AMOY.

[By courtesy of the "Shing Po."]

Amoy, 27th October.

Their Excellencies Yuh Long and Lun Tung-in, special Commissioners to welcome the American Fleet, arrived here on the 26th inst.

THE DALAI LAMA.

RETURN VISIT TO FOREIGN MINISTERS.

[By courtesy of the "Shing Po."]

Peking, 27th October.

Accompanied by several high officials, the Dalai Lama yesterday (26th inst.) paid return visits to the Foreign Ministers.

[Reuter's.]

British Schooner Seized.

LONDON, 26th October.

The Venezuelans have seized a British schooner en route to Trinidad, and have imprisoned her passengers and crew.

The charge against the vessel is that of being engaged in a trade which is practically prohibited by a decree of President Castro.

The Hearst Revelations.

Mr. Hearst has published more letters showing political and financial relations between the Republican ex-governor and ex-attorney general of Pennsylvania with the Standard Oil Company, three of whose nominees, including Mr. Elkins, have been appointed to Supreme judge-ships.

Later.

Russia and Persia.

Constantinople reports that the Russian Foreign Office has informed the Ottoman Ambassador that Russia is moving troops to Azerbaijan in accordance with the understanding with Great Britain, her object being to restore order in that region, after which she will retire her forces.

As to an advance on Tabriz, this will depend on the consular advice received from that city.

"SRI MUAR" TOWED INTO SINGAPORE.

DIFFICULT SALVAGE OPERATIONS.

Powerful pumps were more effective than prayers in raising the *Sri Muar* from the mud at the bottom of the Muar River. Since the little steamer sank, in March last, alongside of the wharf, a general cargo, comprising betel nuts and other delicacies, several salvage parties have attempted to get her floated on an even keel, and varied were the steps taken to ensure success. One party of natives sat on the deck house, with water lapping around their feet, and offered up prayers in the hope that their deity might prove useful at little expense. Another built a cofferdam around her, composed of bamboo sticks and canvas. But it was not watertight, and, therefore, useless. Then Tanjong Pagar came to the rescue, and what they did has been already described.

Finally, the *Proctor*, under Captain Christensen, got to work with suction pumps to remove the mud, and divers moved among crocodiles, both large and small. Heavy gear was attached to the masts so that as the ship rose, she could be straightened up. When she came up on the first occasion it was seen she was likely to go over again so the experts let her sink.

The next occasion that she was brought up the steamer had a list of 25 degrees, so seventy coolies were placed on board to dig out the mud that had drifted into every available corner. It covered the cylinders in the engine room, and was stiff and decidedly strong. Since Saturday, she has been having a general clean up, and when she was towed into port, she was comparatively tidy in appearance. The worms have played havoc with most of the wood-work, although, considering the length of time she was submerged to the roof of the deck house, her treatment in Davy Jones's locker was not exceptionally severe. Docking operations is the next question for consideration. — *Strait Times*.

Yet another boatman was fined in the Police Court, to-day, for the unlawful act of driving an iron stake into the praya wall at Kennedy Town. Wong Lok, of cargo-boat "1200," was the offender. He had to pay \$1.

CANTON DAY BY DAY.

PROPOSED GERMAN SCHOOL.

[From Our Own Correspondent.]

Canton, 27th October.

The German Consul at Canton called on the Tao-tai of Consular Affairs yesterday, and informed him that he had received instructions from his home Government to open a school in Canton for the teaching of the German language to Chinese students. A suitable site will be selected in the Western suburb for the purpose, and the Tao-tai was asked for permission to open the school and to give adequate police protection.

ADMIRAL LI-CHUN.

Admiral Li Chun returned to Canton yesterday from Hongkong with Commodore Lie.

GUNBOAT CRIPPLED.

The gunboat *Shun Hong* on her voyage to Yumchow prefecture met with a typhoon two days after her departure from Canton. She was reported as missing, as no news was heard of her since her departure. Day before yesterday she unexpectedly returned to port in a crippled condition, and will have to go into dock for repairs.

CARRYING AMMUNITION.

Yesterday morning a coolie, carrying a parcel, passed by Yuh Kwei Fong street in a suspicious manner. A policeman on duty, noting the uneasy behaviour of the coolie, demanded to see the parcel, the contents of which were found to be cartridges numbering over a thousand. The coolie was at once arrested and taken to a police station to be dealt with.

FLOOD RELIEF WANTED.

The gentry of the Tung On district has forwarded a letter to the Canton Native Press Society stating that, with reference to the recent disastrous floods, that district had suffered more than other districts, and so far only a small quantity of rice has been received there from the relief parties for distribution to the sufferers, who are in considerable numbers and are in urgent need of a further supply of rice. The Canton press was asked to report fully the condition of distress prevailing there together with the number of houses that have been damaged by the floods with the hope of securing from the relief committee some further relief.

Following is a list of houses destroyed by the floods in each village:

Names of villages.	Number of houses destroyed in each.
Mao Po	153
Tai Kong Pao	38
Long Hu market	14
Shui Tung	189
Fu Yung	25
Sha Tsui	54
Ship Pat Kan	50
Wan Kang	71
Old City	73
Fu Lee	55
Tai Chun Ti	75
Wan To	68
On Tin	56
Ng Chow Wai	12
Wong Tsun	116
Mai Chu Ti	20
Sun Ti	71
Wong Ni Po	14
Ku Kao, new village	117
Shing Tou	143
Mio Tsui	145
Ha Shum	125
Chu Ngok	4
Hui Pui	45
Sheng Kuit	35
Ching Tsun	12
Po Tsun	28
Tong Tsun	118
Lao Kuo	35
Wing Cheung	36
Ping Tong	37
Siu Au Tsun	86
Ho Tsun	10
Tai Au Tsun	66
Shan Kai Tun	43
Sin Tsun	14
Tong Tong	98
Sheng Shum	27
Mao Tio	59
Kui Pui	37
Yu Tze Pa	163

ENGINEERING COLLEGE.

Yesterday morning H.E. the Viceroy proceeded to the Canton Engineering College to distribute certificates to a number of students, who have completed their course of study in that college.

ACCIDENT IN QUEEN'S ROAD.

COOLIE WOMAN BURIED IN "DEBRIS" OF A FALLEN WALL.

The absence of any serious accident since the work of pulling down the old portion of the Hongkong Hotel building was started, has been the cause of some comment, and it speaks well of the way the demolition work is being carried on. Of course, the uninitiated saw danger in the apparently careless manner the coolies were handling the walls and not a few expected to hear of the loss of a number of lives which might have been caused by a sudden collapse of some portion of the condemned building. But this has not been the case.

The only accident to be recorded, and as far as we are given to understand, is not of a serious nature, took place early this morning, when a coolie woman had to be taken to hospital, suffering from numerous bruises. She had been engaged in filling her baskets with bricks, which were to be taken elsewhere, when a small portion of a wall above her came down. The unfortunate woman was partly buried in the debris, and when extricated it was discovered that, besides a few bruises, she had sustained a dislocated arm. Her friends sent for the emergency ambulance and had her taken away for treatment.

DETECTIVE Sergeant Wilken captured fifteen men in a gambling raid at 107, Macdonnell Road, Kowloon, last night. The accused were fined \$4 each in the Police Court, to-day.

THE PATROL CRUISERS.

SUNDAY'S TRIP TO CANTON.

As stated in these columns on Monday the *Kiang Ta* and *Kiang Chi*, cruisers built at Kowloon for the Canton Government under the Moore-Li Agreement for the patrol of the waterways of the delta, left Hongkong on Sunday for Canton to be commissioned for the special service for which the vessels were ordered to be built. The start from Hongkong was made at 10 a.m. Admiral Li, commander-in-chief of the Kwangtung Navy, boarded the senior vessel—the *Kiang Ta*, hoisting his conspicuous flag at the fore. With him were eight European gentlemen who enjoyed the Admiral's hospitality all the way up the Pearl River and during their brief stay in Canton. The Hongkong guests returned from Canton last night.

On the journey up on Sunday no eventful incident occurred to mar the complete pleasure of the excursion. The weather was ideal and the party of guests a thoroughly congenial one. At eleven o'clock luncheon was served on board in foreign style and at 2 p.m. tea, cake and wine were passed round, and at 4 p.m. a banquet in the conventional Chinese fashion was served. The novelty of the menu to the European guests who had never sat at a board *a la Chinoise* was perfectly enjoyable and an agreeable change from the accustomed every-day dinner after our own style.

A notable feature of the trip was the frequent salute fired for Admiral Li Chun. All the way up the river for no less than twenty-five times the forts and fortresses along the waterway saluted Li's flag with three guns; in fact, a practically continuous salvo was maintained for the entire length of the fort-studded coastline.

With his wasted energy Admiral Li made a minute inspection of the *Kiang Ta* with his expert staff on the way up to Canton, combining business with pleasure during the day. No detail was too trifling to escape the lynx-eye of the Commander-in-Chief; from the engine room to the steering gear as well as the wireless installation he carried out a minute personal inspection, at the conclusion of which he complimented the Hongkong Dock Co.'s staff upon the excellence of their work as exemplified on board the cruiser.

The *Kiang Ta* drew up to the official anchorage in Canton at 5 p.m. when a pleasant day's excursion was brought to a close.

THE YUNNAN RAILWAY.

ANOTHER TRADE RIVAL TO HONGKONG.

The approaching completion of the Yunnan Railway, and the contemplated extension of the Tonkin railroads into the Canton provinces, arouse high hopes at Haiphong. That port, the chief one in Tonkin, expects soon to derive a roaring trade with the Southern provinces of the Chinese Empire, and with the Central provinces of the latter lying in the valley of the Yangtze River.

The railways will shorten distances, and Haiphong will outshine Hongkong in commercial importance. Such is the fond belief.

The *Courier de Haiphong* reminds its readers that France conquered Tonkin with the fixed idea of gaining ready commercial access to China, through Yunnan province. This hope remained but a dream for years, but it will shortly be an accomplished fact, despite shortsighted fears and British rivalry in railway construction.

When the French railway from Tonkin to Yunnan was taken in hand, the British in Burma sought to offset it by starting a rival line from there into the province to secure commercial and political influence in South China. But the British line stopped short at the Yunnan frontier, and the French line held the field.

The commercial outlook of the Yunnan Railway looks very bright. The traffic in European goods on the opened sections of the line is increasing every year. It only needs reasonable charges for the railway to draw to itself all the trade between Yunnan and the Tonkin coast.

The trade of Yunnan consists mainly in trafficking opium and tin for European articles—chiefly cotton goods. The tin export amounted, in 1907, to 48,710 piculs, against 41,146 piculs, in 1906. The tin is shipped to Hongkong, where it finds ready sale.

Of the exports from the province, tin forms 81 per cent., opium 18 per cent., and smaller products one per cent.

Exploration and research show clearly the value of Yunnan for trade purposes. It has a fruitful soil, and a healthy climate. Rice produces three crops a year. Sugar and maize are grown where rice is unsuitable. Iron, silver, copper, tin, zinc, coal and gold are found in large quantities.

The Yunnanese are a peaceful and industrious people, and number over eleven millions, but they are scattered thinly over a vast area. The completion and extension of the railway will, however, draw a flow of immigration from the valley of the Yangtze River thither.

The only drawback to the realisation of these schemes speedily is the faint-heartedness of financiers and politicians in France, who hesitate to spend money freely on railway extensions from Tonkin into the neighbouring provinces of China, and who thus fail to take advantage of golden opportunities.

HONGKONG SHIPBUILDING.

MORE ORDERS FROM THE CANTON PROVINCIAL GOVERNMENT.

The Kwong Hip Loong Co., Ltd., of Sam-shui-po, Taumai, are to be congratulated on the repeat order they have managed to secure from the Canton Provincial Government for the building of another vessel for the Canton native Customs department. Not long since the Chinese shipbuilding yard across the water completed a cruiser for the Salt Commissioner at Canton. It will be recalled how when the cruiser had been completed and was all but ready for delivery to the Chinese authorities the disastrous typhoon of July 23 last visited the Colony, causing the foundering of the *Shuinan* (as the cruiser was subsequently christened) among several other vessels. In due course the vessel was raised and the finishing touches having been given to it, she underwent the official trial and was duly handed over to the Canton authorities. Since commissioning, the *Shuinan* has been found to be an admirable vessel in all respects and well adapted to the purpose for which she was built. The best testimony of the complete satisfaction with which the Hongkong-built cruiser is regarded is found in the fact that her builders, the Kwong Hip Loong Co., have just signed a contract with the Salt Commissioner at Canton for an enlarged *Shuinan*. The contract price is, we understand, seventy thousand dollars. This makes the third vessel now building at the Sam-shui-po shipyard to the order of the Chinese Government at Canton; the other two vessels are the West River patrol cruisers which Capt. T. P. Hall is superintending on behalf of the Provincial authorities.

TANJONG PAGAR DOCKS.

A FAIRLY SATISFACTORY YEAR.

In an editorial dated the 20th inst. the *Straits Times* had the following:—We were able to publish yesterday the substance of the half-yearly report issued by the Tanjong Pagar Dock Board. It is but natural that, at the time when so much anxiety prevails as to the future prosperity of Singapore, such a document should be scanned with anxious attention in the hope that it may contain some evidence helpful to a conclusion, as to future prospects. And on the whole, we think, it can be read with some degree of satisfaction. The greatest of our local undertakings, remains soundly prosperous, with a revenue sufficient to cover outgoings in the form of interest and other fixed charges, and to allow of the reserves against special contingencies being cautiously built up. It may be assumed that if the revenue were greater, ample use could be found for the money on works calculated to add to the facilities and to the amenities of the port, but there is no ground for uneasiness or dissatisfaction in any general sense, and it may be assumed that when new the Ordinance referred to in the report has been passed, and the initial capital cost of the undertaking definitely fixed at \$9,007,149.45 the financial position of the dock undertaking will be upon a sound and businesslike basis. It is, however, rather to the amount of light that is cast upon commercial conditions by the dock report that attention will be directed; though it seems hardly necessary to add that a serious shrinkage in the business of Singapore would make the position of the docks, purely as a business undertaking, precarious. We find that for the half year ending June 30, the balance of revenue account was less by about \$60,000 than for the half year ending December. But it is fractionally better than for the first half of 1907, so that the comparison is less unfavourable than it might appear to be at first sight. In a purely commercial sense, also, the comparison is satisfactory. During the first half of 1907 the number of vessels using the wharves was 1,286, and the tonnage was 2,031,289, and for the half year ending June it was 1,222 vessels with a tonnage of 2,447,845. The tonnage of cargo dealt with was 678,866 inward and 558,865 outward. The first half of the year is always a little lower than the second, and it will hardly be possible to make an effective comparison until the figures for the six months now current are available. When the Governor reviewed trade in his budget speech recently, he pointed out that "statistics are slow in reflecting the state of the markets." And it is necessary to bear in mind that, even when tonnage is well maintained, there may be acute suffering among the commercial classes owing to falls in value. As we have seen, the tonnage for the first half for the year compared on the whole favourably with periods of comparison; yet the value of imports showed a decline of nearly 17½ million dollars, or about 10.4 per cent., and the exports a decline of 98½ million dollars, or about 12.4 per cent. As tin prices, which have ranged abnormally low, accounted for more than half the decline in imports, and for nearly 60 per cent of the decline in exports, it would appear that the general trade has not been so badly hit. All the same the conditions are quite bad enough to justify the anxiety if not the extreme pessimism which prevails among business men. It is some consolation to bear in mind that a decline represented by a shrinkage of actual tonnage may mean the permanent loss of trade owing to some new sources of supply having arisen and entered into successful competition. It is quite another matter when the decline is in values. That may and does hit the trader very hard, and drives weaklings to the wall occasionally, but there is at least the prospect of recovery when prices take an upward turn. Singapore, in fact, the whole Malay peninsula, has been suffering a depression that is due far more to world-causes than to mere local circumstances. The acute crisis in the United States, and the gradual development of the conditions which are making the unemployed a very real problem in Great Britain have had more to do with the slump out here than any local happenings, though it may not always be possible to trace the connection clearly.

Today's Advertisements.

HARBOUR DEPARTMENT.

STEAM LAUNCHES must not exceed a speed of 6 knots while passing through the narrow waters of Aberdeen Harbour.

BASIL TAYLOR.

Commander, R.N., Harbour Master, &c.
Hongkong, 27th October, 1908. [951]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, on SATURDAY AND MONDAY, the 31st October and 2nd November, 1908, commencing each day at 2.30 p.m. at their Sales Rooms, No. 3, Des Vaux Road, corner of Ice House Street,

A LARGE ASSORTMENT OF OLD JAPANESE CURIOS, Comprising:—CARVED IVORY FIGURES and NET-SUKES, OLD SATSUMA WARE, SILK-EMBROIDERED BED COVERS, WALL HANGINGS and SCREENS, GOLD and SILVER CLOISONNE WARE, OLD BRONZES, BRASS VASES and FLOWER POTS, MAKUDZU TEA SETS, VASES, WALL PLATES, CUT-VELVET PICTURES and KAKEMONOS, &c., &c. Catalogues will be issued. TERMS:—As usual.

HUGHES & HOUGH.

Auctioneers.
Hongkong, 28th October, 1908. [953]

"SHIRE" LINE OF STEAMERS, LIMITED.

NOTICE TO CONSIGNEES. FROM HAMBURG, ANTWERP, MIDDELSBROUGH, LONDON AND SINGAPORE.

THE Steamship

"DENBIGHSHIRE."

Captain Davies, having arrived from the above ports, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, 3rd November, at 3 P.M. All Claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd November will be subject to rent. No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.
Hongkong, 28th October, 1908. [952]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"LAISANG."

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside. Cargo impeding the discharge or remaining on board after 4 P.M., SATURDAY, the 31st inst., will be landed at Consignees' risk and expense. No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.
Hongkong, 28th October, 1908. [10]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"SOMALI."

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUZ, AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed. Optional Goods will be landed here unless instructions are given to the contrary before 6 hours. Goods not cleared by the 3rd proximo, at 4 P.M., will be subject to rent. No Fire Insurance will be effected by me in any case whatever. Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised. No claims will be admitted after the Goods have left the Godowns.
E. A. HEWETT, Superintendent.
Hongkong, 28th October, 1908. [7]

EXTORTIONATE CHAIR COOLIES.

DEMAND MORE THAN DOUBLE THE FARE.

An American lady, Miss Ida Salem, a guest at the Grand Carlton Hotel, prosecuted two chair coolies in the Police Court, this morning, for demanding more than their legal fare. Miss Salem hired the defendants' chair for nearly two hours yesterday, and paid them off with seventy cents. This was refused, the coolies demanding \$1.60. Mr. Wood—Were they rude to you? Miss Salem—Were they rude? No. When I gave them the seventy cents they spoke in Chinese. I asked my "boy" what they had said and he replied that they wanted more. Mr. Wood (to the defendants)—When was your chair engaged?—At 5.15 a.m. And when were you paid off?—At 10.45 a.m. The defendants were fined \$5 each.

To Let.

TO LET.

FIRST FLOOR of No. 6, QUEEN'S ROAD Central, containing 6 Rooms and Servants' Quarter.

Apply to—DAVID SASSOON & Co., Ltd.
Hongkong, 22nd May, 1908. [157]

TO LET.

GODOWN No. 54, DUNDRELL STREET.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st October, 1908. [199]

TO LET.

OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, Des Vaux Road Central (formerly occupied by Messrs. Shawan, Tomes & Co.).

Apply to—THE COMPAGNIE DEPARTEMENT E. D. SASSOON & Co., Queen's Road Central.
Hongkong, 9th June, 1908. [188]

TO LET.

A HOUSE in KNUTSFORD TERRACE, Kowloon.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st October, 1908. [195]

TO LET.

"HATHERLEIGH," CONDOTT ROAD.

A HOUSE in WONG-NEI-CHONG ROAD. A HOUSE in RIFON TERRACE. OFFICES in YORK BUILDING. GODOWNS in PRAYA EAST, BLUE BUILDINGS, and No. 16, DES VAUX ROAD next to the Hongkong Hotel. FLATS in MORRISON TERRACE. No. 10, DES VAUX ROAD CENTRAL, 1st Floor.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st October, 1908. [166]

Intimation.

KOWLOON HOTEL.

THE TOPIC OF THE TOWN.

"Let us cross over to Kowloon Hotel on Saturdays and Sundays where a fresh supply of Seabreeze is given away free of charge."

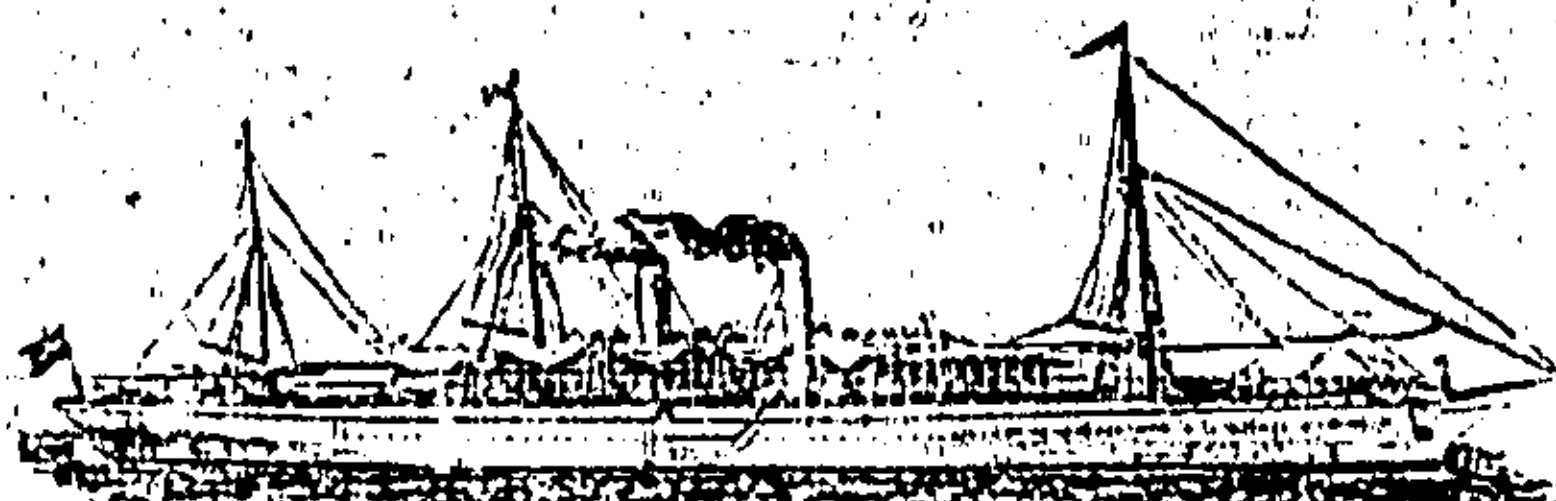
PRIVATE BAR.

Ikan Merah on toast at gratis.

O. E. OWEN!
Proprietor.

Hongkong, 12th October, 1908. [6]

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of under 12 Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.

12 Days YOKOHAMA to VANCOUVER. 21 Days HONGKONG to VANCOUVER

PROPOSED SAILINGS. (Subject to Alteration).

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPERESS OF JAPAN"	6,000	SATURDAY, Nov. 7th	Nov. 28th
"EMPERESS OF CHINA"	6,000	SATURDAY, Nov. 28th	Dec. 19th
"MONTEAGLE"	6,000	SATURDAY, Dec. 12th	Jan. 5th, 1909.
"EMPERESS OF INDIA"	6,000	SATURDAY, Dec. 19th	Jan. 9th
"EMPERESS OF JAPAN"	6,000	SATURDAY, Jan. 16th	Feb. 6th
"EMPERESS OF CHINA"	6,000	SATURDAY, Feb. 13th	March 6th

S.S. "GLENFARG" is a Freighters only and does not carry Passengers.

"EMPERESS" steamships will depart from Hongkong at 4 P.M.

S.S. "MONTEAGLE" and "GLENFARG" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Company's New Palatial "EMPERESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

Hongkong to London, 1st Class via Canadian Atlantic Ports or New York £71.10.
Hongkong to London, Intermediate on Steamers, and 1st Class on Railways..... £40. " " £42.

First-class rates to London include cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian, Pacific direct line.

R.M.S. "MONTEAGLE" carries "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.
SPECIAL THROUGH RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to
U. W. ORADDOCK, General Traffic Agent for China, &c.,
Corner Paddy Street and Praya, Opposite Blake Pier.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.)
For Steamship, On

SHANGHAI, YOKOHAMA, KOBE } FOOKSANG (1) ..THURSDAY, 29th Oct., 11th.	
SHANGHAI VIA NINGPO.....HANGSANG (1) ..FRIDAY, 30th Oct., Noon.	
MANILA.....VIENTIANE.....FRIDAY, 30th Oct., 4 P.M.	
SINGAPORE, PENANG & CALUTTA.....SATURDAY, 31st Oct., 1 P.M.	
SHANGHAI.....HONGKONG.....TUESDAY, 3rd Nov., Noon.	
SINGAPORE, PENANG & CALUTTA.....LAISANG.....FRIDAY, 6th Nov., 1 P.M.	

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The steamers *Kaitang*, *Namsang* and *Fooksang* leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yantai, Ports, Chefoo, Tientsin & Newchwang. For Freight or Passage, apply to

JARDINE, MATHESON & CO., LD.,
General Managers.

Telephone No. 61.
Hongkong, 28th October, 1908.

CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
AMOI & SHANGHAI.....	"KALGAN"	30th Oct., 4 P.M.
HAIPHONG.....	"SINGAN"	31st " 8 A.M.
SHANGHAI.....	"CHENAN"	31st " 4 P.M.
MANILA.....	"TEAN"	3rd Nov., " "
CHEFOO & TIENTSIN.....	"HUICHOW"	5th " " "
CEBU & ILOILO.....	"SUNGSIANG"	5th " " "
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY I, & AUSTRALIA.....	"CHANGSHA"	21st " " "

MANILA and TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Reduced Saloon Fares, Single and Return, to Manila and Australia.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

AGENTS.

Telephone No. 36.
Hongkong, 28th October, 1908.

HONGKONG—MANILA.

Highest Class; newest, fastest and most luxurious Steamers between Hongkong and Manila—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Dates
RUBI.....	1540	Almond.....	MANILA	SATURDAY, 31st Oct., at Noon.
ZAFIRO.....	2540	R. Rodger.....	MANILA	SATURDAY, 7th Nov., at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO.

General Managers.

Hongkong, 28th October, 1908.

Shipping—Steamers.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

VISIT OF THE UNITED STATES
FLEET TO AMOY.

THE Company's New Steamer

"HAIYANG"

will leave for AMOY Direct on THURSDAY, 29th instant, at Noon.

For Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, 26th October, 1908. [947]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAICHING"

Captain Passmore, will be despatched for the above Ports, on FRIDAY, the 30th instant, at 11 o'clock A.M.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & CO.,
General Managers.

Hongkong, 27th October, 1908. [953]

REGULAR STEAMSHIP SERVICE
TO NEW YORK,

VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK:
S.S. "PATHAN"3rd Nov.

S.S. "WRAY CASTLE"1st Dec.

For Freight and further information, apply to

DODWELL & CO., LIMITED,
Agents.

Hongkong, 21st October, 1908. [820]

HONGKONG, NEW YORK &
BOSTON.AMERICAN-ASIATIC STEAMSHIP
COMPANY.FOR BOSTON AND NEW YORK VIA
PORTS AND SUEZ CANAL.

(With Liberty to Call at the MALABAR COAST.)

S.S. "INVERCLYDE"Nov. 13.

to be followed by
S.S. "BRAEMAR"On or about Nov. 20.

(for NEW YORK only.)

For freight and further information, apply to
SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 22nd October, 1908. [937]

Intimations.

SWATOW DRAWN WORK
COMPANY.

38, WELLINGTON STREET.

Dealers in all kind of
HAND-MADE DRAWN CHINESE

LINEN, GRASS CLOTH, &c.,

all of the best quality;

ALSO

SWATOW BEST PEWTER-WARE.

CANTON EMBROIDERY and CHINESE

LACES.

all from the best French patterns.

HONGKONG and SWATOW.

Hongkong, 10th October, 1907. [51]

THERAPION MAY NOW ALSO BE OBTAINED
IN DRAGEE (TASTELESS) FORM.

A BROKEN-DOWN SYSTEM

This is a condition (or a state) in which doctors

give many names, but which few of them really

understand. It is simply weakness—a break-down

as it were, of the vital forces that sustain the system.

No matter what may be the cause (for they

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activities of life. Now, what does this condition

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VITAL STRENGTH & ENERGY

to throw off these morbid feelings, and experience

proves that as night succeeds the day this may be

more certainly secured by a course of

THE NEW FRENCH REMEDY

THERAPION No. 3

than by any other known combination. So, surely

as it is taken in accordance with the printed

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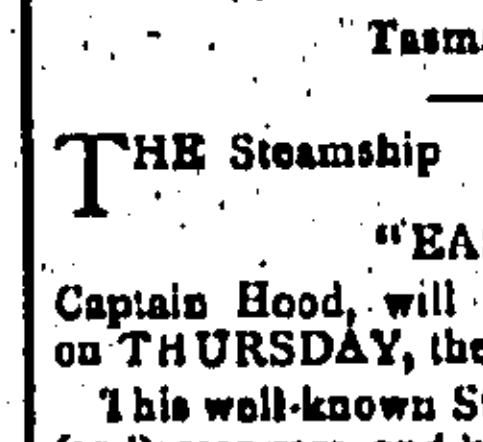
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THE NEW FRENCH REMEDY

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system will be restored to its normal state.

HONGKONG AVERAGE MARKET
PRICES.

Corrected 23rd October, 1908, per 5 Mins.

BUTCHER MEAT.

Cents.

Beef sirloin & prime cut—Mei Lung Pa B 18

" Corned—Ham Ngau Yuk 18

" Roast—Shiu " 18

" Breast—Ngau Lam 13

" Soup, Tong Yuk 15

" Steak—Ngau Yuk Pa 18

" Sirloin—Ngau Lau 28

" Sausages—Ngau Yuk Chau 26

" Tongue fresh—Ngau Li 10

" Head—Ngau Tau 58

" Heart—Ngau Sum 80

" Hump, Salt—Ngau Kiu 18

" Feet—Ngau Keok 7

" Kidneys—Ngau Yiu 17

" Tail—Ngau Mei 10

" Liver—Ngau Con 12

" Tripe (unpressed)—Ngau To 7

" Calves' Head and Feet—Ngau-chai-
tan-keok.....set \$1.00

" Mutton Chop—Yung Pui Kwai 22

" Leg—Yung Pui 22

" Shoulder—Yung Shan 20

" Pig's Chlings—Chi cheong 24

" Brains—Chi Kow 13

" Feet—Chi Keok 13

" Fry—Chi Chak 16

" Head—Chi Tau 15

" Heart—Chi Sum 10

" Kidneys—Chi Yiu 10

" Liver—Chi Kon 7

" Pork, Chop—Chi Pui Kwai 22

" Corned—Ham Chau Yuk 22

" Leg—Chi Pui 22

" Fat or Lard—Chi Yau 18

" Sheep's Head and Feet—Yung Tau 50

" Kook 50

" Heart—Yung Sum 6

" Kidneys—Yung Yiu

COMMERCIAL.

TO-DAY'S MARKET.

London-Bank T.T.	19 1/16
Do demand	19 1/16
Do 4 months' sight	19 1/16
France-Bank T.T.	19 1/16
Do demand	19 1/16
Do 4 months' sight	19 1/16
Germany-Bank T.T.	19 1/16
Do demand	19 1/16
Do 4 months' sight	19 1/16
India-Bank T.T.	19 1/16
Do demand	19 1/16
Do 4 months' sight	19 1/16
Japan-Bank T.T.	19 1/16
Do demand	19 1/16
Do 4 months' sight	19 1/16

4 months' sight L/C	19 1/16
5 months' sight L/C	19 1/16
6 months' sight L/C	19 1/16
4 months' sight	19 1/16
5 months' sight	19 1/16
6 months' sight	19 1/16
4 months' sight	19 1/16
5 months' sight	19 1/16
6 months' sight	19 1/16
Bank of England rate	21 1/2
Sovereign	11 1/2

SHIPPING AND MARITIME.

English (Delhi) 29th inst. 5 p.m.
Canadian (Hankow) 29th inst. 5 p.m.
American (Kobe) 3rd inst.
German (Prinz Ludwig) 5th inst.

The C. P. R. Co's s.s. *Empress of India* left Yokohama for Victoria and Vancouver on 26th inst. at 3 p.m.

THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:—
On the 26th at 11:55 a.m. The barometer has fallen rapidly in E. Japan, and risen moderately over N. China.
The depression has crossed the N.E. part of the Sea of Japan and is now moving into the Pacific to the E. of Hokkaido.
Pressure is high over China to the North of the Yangtze, and relatively low over the N. part of the China Sea.
Strong monsoon may be expected in the Formosa Channel and over the N. part of the China Sea.
Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.01 inches.

FORECAST.

- 1.—Hongkong and Neighbourhood, N.E. winds, fresh to strong; fair.
- 2.—Formosa Channel, same as No. 1.
- 3.—South coast of China between Hongkong and Lamock, same as No. 1.
- 4.—South coast of China between Hongkong and Hainan, same as No. 1.

Shipping.

Arrivals.
Somali, Br. s.s., 4,372, A. G. Cubitt, 27th Oct., Antwerp via London and Port 12th Sept., Gen.—P. & O. S. N. Co.
Derwent, Br. s.s., 1,557, J. Jenkins, 27th Oct.,—Saloon 23rd Oct., Gen.—Man Fat & Co.
Denbighshire, Br. s.s., 2,489, Davies, 27th Oct.,—London 2nd Sept. and Singapore 21st Oct., Gen.—S. T. & Co.
Laisang, Br. s.s., 2,224, E. J. Todd, 28th Oct.,—Calcutta via Penang and Singapore 22nd Oct., Gen.—J. & Co.
Sigan, Br. s.s., 1,047, F. Jamieson, 28th Oct.,—Ningbo 26th Oct. and Hoihow 27th Oct., Gen.—B. & S.
Helene, Ger. s.s., 771, J. Jensen, 28th Oct.,—Swatow 27th Oct., Gen.—J. & Co.
Hansang, Br. s.s., 1,336, S. Wilde, 28th Oct.,—Shanghai and Swatow 23rd Oct., Gen.—J. & Co.
Feiching, Ch. s.s., 984, Westland, 28th Oct.,—Canton 27th Oct., Gen.—C. M. S. N. Co.
Johanne, Ger. s.s., 953, J. Iweren, 28th Oct.,—Haiphong 22nd Oct. and Hoihow 27th Oct., Gen.—J. & Co.
Chosun Maru, Jap. s.s., 1,304, T. Suruga, 28th Oct.,—Shanghai 22nd Oct. and Swatow 27th Oct., Gen.—O. S. K.
Kaizer Franz Josef I., Aust. cruiser, 4,000, W. Pacher, 28th Oct.,—from China waters.

Clearance at the Harbour Office.
Yasuda Maru, for Nagasaki.
Hongkong, for Shanghai.
Hongkong, for Canton.
Somali, for Shanghai.
Onang, for Yokkaichi.
Derwent, for Saigon.
Clara Jahn, for Newchwang.
Yasuda Maru, for Shanghai.
Glenlogie, for Amoy.
Mersil, for Samarang.
Departures Oct. 28.
Hilachi Maru, for Singapore.
Yasuda Maru, for Japan.
Shakha Maru, for Swatow.
Typhoon, for Shanghai.
Glenlogie, for Rangoon.
Kwongshat, for Canton.
Fanther, U.S. gunboat, for Manila.
Glenlogie, for Vancouver.
Clara Jahn, for Newchwang.
Triumph, for Hongkong.
Mersil, for Samarang.
Laisang, for Saigon.

Passengers arrived.
Per *Derwent*, from Saigon—Madam Margery, and 39 Chinese.
Per *Hongkong*, from Shanghai, &c.—Capt. Moultrie, Mr. Miller, and 112 Chinese.
Per *Laisang*, from Singapore—Messrs. Charles, Dargatz, Wen Kai Sing, 2 Chinese ladies, infant and nurse, Chow Ah Choon, and 88 Chinese.
Per *Somali*, from London for Yokohama—Mrs. Bradwell, Master and Mrs. Robinson and nurse, Miss Fiddling, and Mr. S. H. Grossett. For Hongkong—Rev. and Mrs. J. B. Carpenter, infant and child, Miss F. L. Coleman, Nettleton, K. Morgan, and Mrs. Lammert and infant, Mrs. and Mr. R. R. Houghton, infant and child, Messrs. S. Baker, W. Nodden, Eger, Comar, and Mrs. Montfield, Mr. J. Ferguson, Eger, and Mrs. Montfield, Mr. J. Vollett. For Shanghai—Mrs. Wallis and infant, Messrs. R. H. Fraser, G. Valentin, A. J. Clement, E. Hall, J. O. Fraser, G. P. Anderson, R. G. Walker, E. J. Bannan, and Mrs. W. B. M.

child, Mrs. and Miss Valentine, Mr. and Mrs. McDonald, Miss Morphet, Mrs. Aye, 2 infants and nurse, Miss Shand, Mr. and Mrs. Blake, Mr. G. Hutchison, Mrs. Bingham, child and infant, Misses R. Rivers, J. North, E. A. Skelton, Mr. T. J. Cocks, Misses Brooklin, Campbell, Mrs. Butterfield and 2 infants, Miss J. Bailey, Mr. F. W. Baker, and Miss J. Dickens. For Kobe—Mrs. Gramatica. From Port Said for Shanghai—Vr. G. Hooper.

Passengers departed.
Per *Caledonia*, for Marseilles, &c.—Mr. and Mrs. Paul Vincent and baby, Messrs. McIlraith, B. Betheram, P. L. Knight, Mr. and Mrs. G. Garner, Messrs. J. M. Lo Floch, J. B. Narxabal and Morechil.
Per *Tourane*, for Shanghai, &c.—Messrs. Garcia, Carpenter, d'Estienne, Lecocq, Tanaka, W. Ruprecht, Zayuril, Ando, Mr. and Mrs. Lepistier, Mr. E. Morgan, Mr. and Mrs. Blake, Mrs. M. Soloman, L. Radcliffe, Cannan, J. Kluber, L. S. Bittor, F. Denis, Mr. and Mrs. J. R. M. Smith, A. Budo, Mr. A. Bickart, Mrs. Hancock and baby, Messrs. Richart, Adamson, J. T. D. Danoo, Mr. and Mrs. Rondon, Mr. Ogawa, Mr. and Mrs. Marise, Miss de Belligny, Mrs. Devienne and child, Mr. Siss, Mr. and Mrs. V. Raemondonek, Mr. and Mrs. Pozzocco, Mr. Scalia, Dr. and Mrs. H. C. Patrick, Mrs. Lybe, Mr. Friesland, and Miss A. Stevens.

Per *Yasuda Maru*, for Japan—Mr. and Mrs. Sugita and 2 infants, Messrs. J. Yoshida, Wong, Mrs. A. Ito, Messrs. S. Minawa, T. Ogura, Mrs. Gallard, Messrs. Clement, M. Hodge, Mr. W. Bisset, Miss R. C. Newcomb, M. Hodge, Mr. and Mrs. G. Narita, Messrs. W. G. Peter, P. Marshall and D. Calder.
Per *Hilachi Maru*, for London, &c.—Mrs. T. Amada, Miss G. H. Davis, Mr. P. R. Wolf, Mrs. F. W. Lyons, Miss Mattoner, Mrs. L. Johnston, Mr. H. Trowbridge, Mrs. Shibata and child, Lieut. H. J. Desser, Staff-Sergeant H. Ohira, Mr. and Mrs. K. Takeuchi, Messrs. H. Minami, M. Sakakihara, Mrs. P. S. Bent and child, Mr. and Mrs. P. H. Schroder and 5 children, Messrs. J. Cameron, R. Ogawa, T. Matzaki, Mr. and Mrs. S. Kino, Mrs. Matsunaga, Messrs. M. Nomura, T. Takeuchi, H. Goto, H. Simpson, R. Cunningham, J. Morrison, Barry, F. Johnson, F. Foster, J. Barrows, Miss S. Birch, Mrs. J. Scott and children, Mr. C. H. Bister, and Assist.-Paymaster B. Fujiyama.

Shipping Reports.
Str. *Somali*, from Antwerp &c.—Fine weather throughout.
Str. *Laisang*, from Singapore &c.—Strong monsoon from Paracels to Hongkong.
Str. *Sigan*, from Haiphong and Hoihow—Fresh E.N.E. winds. Moderate sea and clear.
Str. *Derwent*, from Saigon—Fresh N.E. breeze with monsoon rain and moderate Ely swell.

VESSELS IN PORT.

Arrivals at Home—22nd September—Kama Maru, Schokhorst, *Yasuda Maru*, *Yasuda Maru*, 25th September—*Indragama*, *Nubia*, 29th September—*Nippon*, *Manila*, *Kawachi Maru*, *Yarra*, 2nd October—*Pilho*, *Orestis*, *Sayo Maru*, 5th October—*Glenlogie*, *Prinz Ludwig*, 9th October—*Cyclops*, *Pak Ling*, 9th October—*Syria*, 13th October—*Sankai Maru*, 16th October—*Saxonia*, *Australin*, *Derflinger*, 20th October—*Pelagos*, *Bayo Maru*, *Ajax*, 21st October—*Nyanza*, 27th October—*Stavonia*, *Awa Maru*.

Clearance at the Harbour Office.
Yasuda Maru, for Nagasaki.
Hongkong, for Shanghai.
Hongkong, for Canton.
Somali, for Shanghai.
Onang, for Yokkaichi.
Derwent, for Saigon.
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Clara Jahn, for Newchwang.
Triumph, for Hongkong.
Mersil, for Samarang.
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Vessels	From	Agents	Due
Emp. of Japan	Shanghai	C. P. R. Co.	Oct. 29
Delhi	Singapore	P. & O. Co.	Oct. 29
Wakasa Maru	Singapore	N. Y. K. Co.	Oct. 29
Mocho Maru	Singapore	N. Y. K. Co.	Oct. 30
Shikoku	Singapore	H. A. L. Co.	Oct. 30
Denanyu	Singapore	G. L. & Co.	Oct. 31
Korea	Japan	P. M. Co.	Nov. 3
Prinz Ludwig	Colombo	M. & Co.	Nov. 3
Yasoshi Maru	Bombay	N. Y. K. Co.	Nov. 11
Maui	Sydney	V. & Co.	Nov. 11
London	Vancouver	C. P. R. Co.	Nov. 18

Vessels	From	Agents	Due
Emp. of Japan	Shanghai	C. P. R. Co.	Oct. 29
Delhi	Singapore	P. & O. Co.	Oct. 29
Wakasa Maru	Singapore	N. Y. K. Co.	Oct. 29
Mocho Maru	Singapore	N. Y. K. Co.	Oct. 30
Shikoku	Singapore	H. A. L. Co.	Oct. 30
Denanyu	Singapore	G. L. & Co.	Oct. 31
Korea	Japan	P. M. Co.	Nov. 3
Prinz Ludwig	Colombo	M. & Co.	Nov. 3
Yasoshi Maru	Bombay	N. Y. K. Co.	Nov. 11
Maui	Sydney	V. & Co.	Nov. 11
London	Vancouver	C. P. R. Co.	Nov. 18

Ships Passed the Canal.
22nd September—*Schuykill*, *Amiral Dory*, *Perseus*, 25th September—*Pelko*, *Pak Ling*, *Tudor Prince*, *Somali*, *Syria*, *Yarra*, *Hudson*, 29th September—*Kilist*, *Denanyu*, *Saxonia*, *Hayang*, 2nd October—*Sankai Maru*, *Saxonia*, *Cyclops*, *Derflinger*, *Silhouette*, *Pelagos*, *Sankai Maru*, *Kilist*, *Denanyu*, *Saxonia*, *Hayang*, 5th October—*Saxonia*, *Australin*, *Derflinger*, *Silhouette*, *Pelagos*, *Sankai Maru*, *Kilist*, *Denanyu*, *Saxonia*, *Hayang*, 9th October—*Saxonia*, *Australin*, *Derflinger*, *Silhouette*, *Pelagos*, *Sankai Maru*, *Kilist*, *Denanyu*, *Saxonia*, *Hayang*, 13th October—*Saxonia*, *Australin*, *Derflinger*, *Silhouette*, *Pelagos*, *Sankai Maru*, *Kilist*, *Denanyu*, *Saxonia*, *Hayang*, 16th October—*Saxonia*, *Australin*, *Derflinger*, *Silhouette*, *Pelagos*, *Sankai Maru*, *Kilist*, *Denanyu*, *Saxonia*, *Hayang*, 20th October—*Saxonia*, *Australin*, *Derflinger*, *Silhouette*, *Pelagos*, *Sankai Maru*, *Kilist*, *Denanyu*, *Saxonia*, *Hayang*, 24th October—*Saxonia*, *Australin*, *Derflinger*, *Silhouette*, *Pelagos*, *Sankai Maru*, *Kilist*, *Denanyu*, *Saxonia*, *Hayang*, 28th October—*Saxonia*, *Australin*, *Derflinger*, *Silhouette*, *Pelagos*, *Sankai Maru*, *Kilist*, *Denanyu*, *Saxonia*, *Hayang*.

CHINA COAST METEOROLOGICAL REGISTER.

Vessels	From	Agents	Due
Emp. of Japan	Shanghai	C. P. R. Co.	Oct. 29
Delhi	Singapore	P. & O. Co.	Oct. 29
Wakasa Maru	Singapore	N. Y. K. Co.	Oct. 29
Mocho Maru	Singapore	N. Y. K. Co.	Oct. 30
Shikoku	Singapore	H. A. L. Co.	Oct. 30
Denanyu	Singapore	G. L. & Co.	Oct. 31
Korea	Japan	P. M. Co.	Nov. 3
Prinz Ludwig	Colombo	M. & Co.	Nov. 3
Yasoshi Maru	Bombay	N. Y. K. Co.	Nov. 11
Maui	Sydney	V. & Co.	Nov. 11
London	Vancouver	C. P. R. Co.	Nov. 18

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Emp. of Japan	Shanghai	C. P. R. Co.	Oct. 29
Delhi	Singapore	P. & O. Co.	Oct. 29
Wakasa Maru	Singapore	N. Y. K. Co.	Oct. 29
Mocho Maru	Singapore	N. Y. K. Co.	Oct. 30
Shikoku	Singapore	H. A. L. Co.	Oct. 30
Denanyu	Singapore	G. L. & Co.	Oct. 31
Korea	Japan	P. M. Co.	Nov. 3
Prinz Ludwig	Colombo	M. & Co.	Nov. 3
Yasoshi Maru	Bombay	N. Y. K. Co.	Nov. 11
Maui	Sydney	V. & Co.	Nov. 11
London	Vancouver	C. P. R. Co.	Nov. 18

Post Office.
Approximate times of closing mails at Shanghai via Dally and Siberia:
30th October, at 11:30 a.m.
31st November, at 8:30 p.m.
13th November, at 11:30 a.m.
The Public are informed that, on and from the 1st instant, the weight limits on parcels to the United States by the direct route has been raised from 4 lbs. 6 oz. to 11 lbs. 10 oz.

The Public are informed that the Christmas and New Year Parcel mails to the United Kingdom will be closed in this office at 5 p.m. on Friday, November 13th.
This parcel mail by the long sea route is due in London on the 19th of December.
Parcels may be forwarded via *Brindisi* with an extra fee of 60 cents, such parcels are due to reach London on or about the 11th of December with the latter mail.
Parcels containing Gold or Silver must be insured for at least part of their value.
All insured parcels must be sealed, all the seals must be of the same-kind of wax, and must bear distinct impressions of some device, and this device must be the same on each seal. Straight curved or crossed lines are not admissible.
Coins must not be used for sealing. The Clerk of the Post Office are forbidden to seal parcels for the public, or to affix stamps on letters or parcels.

A Mail will close for—
Amoy—Per *Hayang*, 29th Oct., 11 a.m.
Singapore—Per *Derwent*, 29th Oct., 11 a.m.
Macao—Per *Sat Tai*, 29th Oct., 11 p.m.
Saigon—Per *Quart*, 29th Oct., 11 p.m.
Swatow, Amoy, Foochow and Shanghai—Per *Chosun Maru*, 30th Oct., 9 a.m.
Swatow, Amoy and Foochow—Per *Hayang*, 30th Oct., 10 a.m.
Manila, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Melbourne, Adelaide, Perth, Hobart, Launceston, New Zealand and Fremantle—Per *Kwama Maru*, 30th Oct., 11 a.m.
Kobe and Yokohama—Per *Wakasa Maru*, 30th Oct., 11 a.m.
Ningpo and Shanghai—Per *Hongkong*, 30th Oct., 11 a.m.
Macao—Per *Sat Tai*, 30th Oct., 11 p.m.
Manila—Per *Yasuda Maru*, 30th Oct., 11 p.m.
Amoy and Shanghai—Per *Kalgan*, 30th Oct., 11 p.m.
Haiphong—Per *Singay*, 30th Oct., 5 p.m.
Manila—Per *Rubi*, 31st Oct., 11 a.m.
Europe, &c., India, via *Tulcorin*—Per *Asia*, 31st Oct., 11 a.m.
Kanton, Penang and Calcutta—Per *Kalgan*, 31st Oct., 11 a.m.
Macao—Per *Sat Tai*, 31st Oct., 11 p.m.
Shanghai—Per *Chosun Maru*, 31st Oct., 11 p.m.
Swatow, Amoy and Tamsui—Per *Chosun Maru*, 31st Oct., 11 p.m.
Shanghai—Per *Hongkong*, 31st Nov., 10 a.m.
Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Tenyo Maru*, 31st Nov., 11 a.m.
Manila—Per *Tenyo Maru*, 31st Nov., 11 a.m.
Europe, &c., India, via *Tulcorin*—Per *Asia*, 31st Nov., 11 a.m.
China and Tientsin—Per *Hilcho*, 31st Nov., 11 a.m.
Manila, Yapi, F. Wilhelmshafen, Simsbahafen, Harbin, Matsuyama, Matsumoto, Sydney, Hobart, Launceston, New Zealand.

Vessels	From	Agents	Due
Emp. of Japan	Shanghai	C. P. R. Co.	Oct. 29
Delhi	Singapore	P. & O. Co.	Oct. 29
Wakasa Maru	Singapore	N. Y. K. Co.	Oct. 29
Mocho Maru	Singapore	N. Y. K. Co.	Oct. 30
Shikoku	Singapore	H. A. L. Co.	Oct. 30
Denanyu	Singapore	G. L. & Co.	Oct. 31
Korea	Japan	P. M. Co.	Nov. 3
Prinz Ludwig	Colombo	M. & Co.	Nov. 3
Yasoshi Maru	Bombay	N. Y. K. Co.	Nov. 11
Maui	Sydney	V. & Co.	Nov. 11
London	Vancouver	C. P. R. Co.	Nov. 18

His Britannic Majesty's Ships on the China Station.
NAME. CLASS. TONS. GUNS. I.H.P. CAPTAIN. LAST REPORTED AT.
Alcidity... despatch-vessel... 700... 4... 3,000... Commander G. T. K. Fuller... Hongkong
Astraea... cruiser, 2nd class... 4,160... 10... 7,000... Captain F. E. O. Ryan... Hongkong
Bedford... cruiser, 1st class... 9,800... 14... 12,000... Captain S. E. Erskine... Hongkong
Bramble... river gunboat... 710... 6... 900... Lieut.-Commander R. O. B. Bridgman... Shanghai
Britannia... river gunboat... 1,070... 6... 1,400... Commander H. L. P. Heard... Hongkong
Cadmus... water tank and tug... 390... —... 300... Master S. West... Hongkong
Cherub... ship... 1,070... 6... 1,400... Commander C. T. Borrett... Hongkong
Clio... torpedo boat destroyer... 306... 6... 5,700... Lieut.-Commander A. L. Gresson... en route Hongkong
Flora... cruiser, 2nd class... 4,360... 10... 7,000... Captain Roland Nugent... en route Hongkong
Fame... torpedo boat destroyer... 275... 6... 4,000... Lieut.-Commander R. J. D. Gay, V.C. ... en route Hongkong
Han... torpedo boat destroyer... 275... 6... 4,000... Lieut.-Commander Dickens... en route Hongkong
Hart... torpedo boat destroyer... 275... 6... 4,000... Lieut.-Commander C. A. Fremantle... en route Hongkong
Janus... cruiser, 1st class... 9,800... 14... 12,000... Captain G. C. A. Marcoux... Hongkong
Kent... cruiser, 1st class... 9,800... 14... 12,000... Captain Clinton Baker... Hongkong
King Alfred... river gunboat... 616... 4... 1,300... Lieut.-Commander T. J. S. Lyne... Yangtze
Kinsla... river gunboat... 1,070... 6... 1,400... Commander F. H. Walter... Jasselon
Mailla... surveying ship... 1,070... 6... 1,400... Captain G. W. Smith... Hongkong
Moonmouth... cruiser, 1st class... 9,800... 14... 12,000... Lieut.-Commander C. O. Walcott... Hongkong
Moonmouth... river gunboat... 180... 2... 500... Lieut.-Commander R. S. Roy... Yangtze
Nightingale... torpedo boat destroyer... 350... 6... 6,100... Lieut.-Commander J. White... Hongkong
Night... river gunboat... 350... 6... 6,100... Lieut.-Commander H. R. Tickell... West River
Robt... river gunboat... 350... 6... 6,100... Lieut.-Commander Alan Dixon... Yangtze
Sardis... river gunboat... 350... 6... 6,100... Gunner W. Barlow... Hongkong
Taki... torpedo boat destroyer... 250... 6... 5,500... Rear-Admiral R. H. S. Stokes... Hongkong
Tamar... receiving ship... 4,650... 6... 800... Lieut.-Commander H. R. Godfrey... Yangtze
Teal... river gunboat... 710... 6... 900... Lieut.-Commander H. T. Atlay... Yangtze
Thistle... river gunboat... 710... 6... 900... Commande Stevenson... en route Hongkong
Virago... torpedo boat destroyer... 355... 6... 450... Lieut.-Commander H. P. Douglas... Singapore
Waterwitch... surveying ship... 350... 6... 450... Lieut.-Commander J. Kiddle... Yangtze
Whiting... torpedo boat destroyer... 195... 3... 800... Lieut.-Commander I. F. Knox... Yangtze
Widgeon... river gunboat... 150... 2... 550... Lieut.-Comdr. H. R. V. Goutrell-Dormer... Yangtze
Woodcock... river gunboat... 150... 2... 550... Lieut.-Commander G. R. Livingston... Yangtze

French Men-of-War on the China Station.
NAME. FLAG AND DESCRIPTION. TONS. GUNS. H. P. COMMANDING OFFICERS. LAST REPORTED AT.
Alger... 2nd class cruiser... 4,350... 22... 5,100... Commander Fourrier... Hongkong
Levi... 1st class cruiser... 8,000... 26... 15,000... Lieut. Audouard... Shanghai
Bouche... 1st class cruiser... 8,000... 26... 15,000... Capitain Rochard... Shanghai
Decade... 1st class cruiser... 8,000... 26... 15,000... Capt. Thibault... Kobe
D'Entrecasteaux... 1st class cruiser... 8,000... 26... 15,000... Lieut. de Maudreville... Upper Yangtze
Oly... river gunboat... 170... 4... 200... Lieut. Puch... Tongku
Pelho... river gunboat... 130... 4... 150... Lieut. Beseil... Upper Yangtze
Tahiti... steam-launch... 130... 4... 150... Lieut. Beseil... Canton
Vigilante... river gunboat... 180... 6... 470... Lieut. Beseil... Canton

Flagship of Rear-Admiral Parris, Commander-in-Chief.

Flagship of Rear-Admiral Richard-De-

